

# Surface Transportation Security Advisory Committee (STSAC)



## Meeting Minutes

May 12, 2022



### Meeting Summary

The twelfth meeting of the Surface Transportation Security Advisory Committee (STSAC) was held virtually via an operator-assisted teleconference call due to the coronavirus (COVID-19) pandemic. The meeting was closed to the public.

The TSA Administrator David Pekoske; Policy, Plans, and Engagement (PPE) Surface Division Executive Director Scott Gorton; Law Enforcement/Federal Air Marshal Service (LE/FAMS) Executive Assistant Administrator (EAA) Tirrell Stevenson; Security Operations (SO) Surface Operations (SO) Assistant Administrator (AA) Sonya Proctor; and the STSAC Chair Thomas Farmer and Vice Chair Polly Hanson addressed the Committee.

### Call to Order

At the outset of the meeting, STSAC Designated Federal Officer (DFO) Judith Harroun-Lord explained procedures to guide effective consultations during the teleconference. She acknowledged the Aviation Security Advisory Committee (ASAC) Chair Steve Alterman and Vice Chair Chris Bidwell in attendance and thanked the ASAC for their continued support of the STSAC. She called the meeting to order at 12:06 p.m. EST, proceeded with a roll call of the Committee members, and announced a quorum of members present.

### STSAC Surface Division Executive Director Introductory Remarks

Surface Division Executive Director Scott Gorton provided introductory remarks on behalf of STSAC Executive Sponsor Eddie Mayenschein who was unable to participate verbally but monitored the meeting proceedings.

Mr. Gorton expressed gratitude to STSAC Chair Tom Farmer and Vice Chair Polly Hanson for their efforts, time, dedication, leadership, and partnership with the Committee. Mr. Gorton noted that in conjunction with their normal work duties, Chair Farmer and Vice Chair Hanson continuously find the time to counsel and share their knowledge with those involved in the activities of the Committee.

Mr. Gorton voiced appreciation to the Committee members and the subcommittee co-chairs for volunteering their time and expertise and thanked them for their dedication and hard work in helping to implement the recommendations of the Committee.

He acknowledged the ASAC Chair Steve Alterman and Vice Chair Chris Bidwell. The committees work together and share mutual interest in topics discussed at each other's meetings.

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The ASAC has continually supported the STSAC, providing ideas that complement the delivery of services for surface transportation stakeholders and surface transportation security.

Mr. Gorton recognized and thanked members of the TSA Senior Leadership team for support and dedication, noting that while Assistant Administrators typically juggle demanding tasks throughout the day, they still find time to work with the Committee.

Mr. Gorton was privileged to announce that President Biden will be nominating TSA Administrator David Pekoske for a second five-year term. He acknowledged that he looks forward to continuing working with Administrator Pekoske. Mr. Gorton then introduced Administrator David Pekoske for opening remarks.

### **TSA Administrator Opening Remarks**

TSA Administrator Pekoske welcomed and thanked everyone for joining the twelfth quarterly STSAC meeting. He looks forward to attending STSAC meetings in-person, yet understands we are not quite there yet due to the COVID-19 pandemic.

Administrator Pekoske was excited for the opportunity to serve a second term as the TSA Administrator and was eager to go through the confirmation process again.

Administrator Pekoske stated that the STSAC, while a very new advisory committee, has been exceedingly engaged and productive. He valued everyone's commitment to the STSAC and recognized the significant progress made toward improving surface transportation security for our nation.

While traveling, he has visited numerous rail, pipeline, transit, and bus organizations. He expressed appreciation for all the hard work everyone is doing and all the good work they have achieved. He reported how educational the trips have been and looks forward to continuing his tours with surface transportation organizations.

Administrator Pekoske reflected on how much has been accomplished in terms of Security Directives (SDs), Information Circulars (ICs), and amendments of security programs. The Notice of Proposed Rulemaking (NPRM) for the Vetting of Certain Surface Transportation Employees will soon be published, which will be a significant benefit for the country.

The stated that the Transportation Systems Sector and its importance to the American people and the economy is enormous. He was extremely pleased with how much progress the industry operators have made on SDs and their implementation with the pipeline and rail sectors, providing significantly more resilience. The Transportation Systems Sector is significantly more resilient, as this is needed light of cybersecurity risks.

Administrator Pekoske stated he felt privileged to work beside the attendees present in the meeting, TSA headquarters personnel, the team out in the field, the STSAC, and everyone in the companies that are represented. He noted the work and progress of the Committee has been a very significant effort and he was appreciative.

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### *STSAC Passings*

Administrator Pecoske recognized two STSAC colleagues who passed away recently—Jason Flennoy, one of the subcommittee subject-matter experts, and Jamie Becerra, one of the inaugural members.

In January, the STSAC lost Jason Flennoy. He was a devoted Policy and Preparedness Analyst in the Intelligence, Security, and Emergency Response office at the Department of Transportation (DOT) and an STSAC Cybersecurity Information Sharing Subcommittee member.

Jason was a key interagency partner and friend on issues related to exercises and cybersecurity. He provided valuable expertise to the subcommittee's discussions. Like the Administrator, Jason was a retired U.S. Coast Guard officer with 20 years of service. For those who knew him, Jason was larger than life and his vibrancy will be sorely missed.

In March, the STSAC lost Jaime Becerra, owner of Strategic Solutions Group, and Associate Professor at his alma mater, California State University, Dominguez Hills. He had significant transit safety and security responsibilities largely in the state of California with transit agencies.

Both Mr. Becerra and Administrator Pecoske were liaisons to InfraGard, a public-private sector partnership between the FBI and the owners and operators of critical infrastructure in the United States. Like the STSAC, InfraGard is incredibly noble volunteer work to be engaged in. Jaime was a tireless public servant, bringing his inclusive leadership and problem-solving approach to local communities, law enforcement agencies, and special districts.

His wife, Tammy, reached out to us to let us know that Jaime told her on numerous occasions how much he really enjoyed working with everyone he consulted with and how much it meant to him. He was proud to be a member of the STSAC. Jaime was an amazing family man, friend, and colleague—ethical, responsive, action-oriented, and compassionate—and he will be greatly missed.

Administrator Pecoske voiced his sincerest condolences to everyone who knew and worked with Jason and Jaime. Their important contributions to the STSAC will always be remembered.

### *STSAC Annual Report*

Administrator Pecoske was looking forward to seeing the STSAC 2021 Annual Report. He stated the 2020 report was outstanding and mentioned that it was also reviewed by Congress. He acknowledged the hard work and dedication of the Committee and was anxious to hear about the progress they have made to further strengthen the security of the nation's surface transportation system.

### *Pipeline SD Technical Roundtable*

Administrator Pecoske stated it has been a little over a year since the cyberattack on Colonial Pipeline, which prompted a shutdown in operations that disrupted fuel supplies on the Eastern seaboard of the United States. Since then, he acknowledged the significant progress government

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and industry have made together. He noted, even more importantly, the progress everyone will make in the future on performance-based rulemaking and on outcome-focused compliance. He acknowledged that a number of government and industry subject-matter experts have been working hard and collaborating to bring that to fruition.

He anticipates future Security Directives will be more performance-based and outcome-focused. Lessons-learned from the work with the pipeline industry will act as a template as TSA ventures into other transportation subsectors. Administrator Pekoske expressed his desire for the STSAC to further assist TSA with recommendations for elements of cybersecurity risk-management programs. The Aviation Security Advisory Committee (ASAC) is also tracking similar cybersecurity issues and it may be beneficial to bring the STSAC and the ASAC together for a collaborative discussion on the topic. Please be on the lookout for more details on those discussions in the near future.

### *Unmanned Aerial Systems (UAS)*

Administrator Pekoske highlighted a notable emerging threat—unmanned aircraft systems, or drones, a significant concern in aviation that also affects surface transportation in a number of ways; he affirmed TSA is taking steps to protect against the threat.

On April 19, 2022, the Biden administration sent Congress the *Counter-Unmanned Aircraft Systems National Action Plan* to better protect public safety and national security.

The Domestic C-UAS National Action Plan is designed to close critical gaps in existing law and policy when it comes to UAS and protect our airspace, communications spectrum, and the American public's privacy and civil liberties. The legislative proposal calls for expanding C-UAS mitigation authorities into six additional areas to include all of TSA's transportation security mission.

The goal of the plan is to also expand "UAS detection only" authorities which are currently reserved for only four federal departments. The plan would include SLTT (state, local, tribal and territorial) law enforcement agencies and critical infrastructure owners and operators.

Under the plan, a six-year federally sponsored pilot program would be established to expand C-UAS mitigation authorities to select SLTT law enforcement agencies. The proposal is committed to ensuring that any UAS detection or C-UAS mitigation is done in a standardized, responsible, and deliberate manner using only authorized equipment and by trained and proficient users.

The plan would keep all existing operational coordination requirements for UAS detection and C-UAS mitigation with the FAA, FCC, and NTIA (National Telecommunications and Information Administration) to ensure the safety of our national airspace and the communications spectrum.

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### *STSAC Membership*

Administrator Pecoske reported he is considering several options for a fair and equitable selection plan to refresh the membership of the Committee. The Committee currently has 26 members who have served three years and there are six vacancies.

TSA will be soliciting applications for reappointment or appointment to the Committee through a *Federal Register* notice. The Administrator encouraged inaugural members to respond to the *Federal Register* notice if they are interested in serving another two-year term on the Committee.

He acknowledged everyone's invaluable service to the Committee and expressed he would like to continue benefiting from their expertise, if they wish to continue to serve.

### *Closing*

Administrator Pecoske emphasized that everyone plays an integral part in the Surface Transportation Security Advisory Committee and brings a wealth of experience and expertise to the table. He insisted that no one should hesitate to reach out to his office at any time to share their ideas on how they can further enhance security and mitigate risks across all modes of our nation's surface transportation network. He expressed gratitude for everyone's strong dedication and focus to the Committee and he hopes everyone enjoys the great collaboration with their surface colleagues today.

Administrator Pecoske concluded by highlighting the significant leadership of STSAC Chair Tom Farmer and Vice Chair Polly Hanson. He voiced his appreciation for the great work everyone is doing and wished the Committee representatives and industry partners continued success.

### **STSAC Chair and Vice Chair Opening Remarks**

STSAC Chair Tom Farmer and STSAC Vice Chair Polly Hanson thanked Administrator Pecoske for joining today and congratulated him on his nomination to serve a second term as the TSA Administrator. Vice Chair Hanson noted the Administrator would be pleased to hear the updates and progress from the subcommittees, as they have worked meticulously to overcome challenges. Mr. Farmer and Ms. Hanson appreciated the kind and thoughtful sentiments regarding their colleagues Jason Flennoy and Jamie Becerra.

Vice Chair Hanson acknowledged the Aviation Security Advisory Committee (ASAC) Chair and Vice Chair attending the meeting and thanked the ASAC for their continued support of the STSAC.

She voiced her appreciation for the subcommittees' diligent work, recognizing and commending the great strides the subcommittees have taken collectively to advance the nation's security mission. She encouraged other members of the STSAC not serving on subcommittees to consider joining, given all they will hear about the good work that has been achieved.

She concluded by thanking everyone for attending the meeting and acknowledged the hard

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work that had been done to make the meeting possible.

Chair Farmer stated the commitment to performance-based rulemaking is one to be embraced and he applauds TSA's initiative in this area—in particular, engaging the STSAC to help TSA work on shaping this approach and the clearly expressed openness and receptiveness to feedback and willingness to work together with industry. He appreciated the effort in that direction and the role that the Committee can perform, acknowledging the exceptional core group of professionals among the voting members who could provide the foundation for developing elements and components for cybersecurity risk-management programs in the planned new subcommittee on Security Requirements.

Chair Farmer appreciated Administrator Pecoske's remarks about the threat and security concerns posed by UAS. The Rail Sector has a UAS group focused on the same concerns and the industry has developed reporting priorities for observed or encountered misuse of UAS. These approaches may provide effective practices to support industry in risk mitigation and in effectively engaging government in these efforts.

Chair Farmer and Vice Chair Hanson noted that the work devoted to the Committee's priorities by its members often happens after hours and on the weekends. Chair Farmer expressed concern that his own efforts may be coming up short in supporting the participation of all members in the work of the respective subcommittees—and committed to redoubling his focus and action on this priority, to ensuring communication channels are working well, and to recognizing everyone's sustained dedication and hard work. They looked forward to hearing the progress and challenges from all the subcommittee members.

### **Cybersecurity Information Sharing Subcommittee**

Ms. Norma Krayem, the newly appointed Cybersecurity Information Sharing (CIS) Industry Co-Chair, expressed gratitude to TSA Administrator Pecoske, Chair Farmer, and Vice Chair Hanson for their comments and remarks. She indicated that the CIS Subcommittee had a robust agenda for the year and looked forward to working with the team. She also echoed Chair Farmer, Vice Chair Hanson, and Administrator Pecoske—if there needs to be a rulemaking to address security issues, performance-based and outcome-focused measures are the best way and create the most collaborative approach.

Ms. Krayem introduced CIS Government Co-Chair, Mr. Tim Weston of TSA; he congratulated Administrator Pecoske on his planned reappointment as TSA Administrator. He also acknowledged the passing of his colleague and great friend Jason Flennoy. He welcomed Ms. Krayem to the subcommittee and stated they have already begun discussions on how they want to go forward, reviewing the CIS recommendations to explore how the changed cybersecurity incident reporting environment impacts the CIS recommendations, post-issuance of the Security Directives (SDs), which now makes incident reporting mandatory.

Through the subcommittee's efforts, four recommendations were originally developed, submitted to the full Committee and to the TSA Administrator, where they were reviewed and approved by both. Recommendations three and four are closely tied to the Surface Information Sharing Cell (SISC) recommendations and they will continue to collaborate with the SISC team.

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Ms. Krayem discussed the TSA Security Directives' information sharing mandates and the new Cyber Incident Reporting Act (CIRA), along with the implications from CIRA on regulated entities and how that may, or may not, impact the work of the SISC.

She discussed some of the details around CIRA, including that the new law gives CISA the authority to promulgate a regulation, through a notice of proposed rulemaking (NPRM), mandatory cyber-incident reporting for a certain subset of critical infrastructure. TSA and CISA need to ensure there are not overlapping and duplicative requirements, that TSA's regulatory authority is clear, and how the CIS Subcommittee will be able to work with TSA and CISA before the NPRM is promulgated. Specifically, she seeks to ensure owners and operators in their working group will be able to participate in this process and its progress.

She also discussed the role of the new CISA information sharing cell called the Joint Cyber Defense Collaborative (JCDC), and in addition a new Information Control System (ICS) JCDC; further, there is discussion they may create a JCDC for pipeline. Ms. Krayem stressed they need to work collaboratively with TSA, CISA, and the JCDC to identify and clarify roles and responsibilities in CISA and TSA so it is clear to the transportation community how all of these programs will work together, and not be overlapping and duplicative.

Mr. Weston stated they continue to rely on the SISC becoming fully operational. John Patch and Darnell Young with the Security Risk and Intelligence Subcommittee will be sharing updates that he believes are going to be encouraging as they continue to work together in an integrated, collaborative manner.

They want to ensure they are achieving the recommendations and goals that they set for themselves in understanding the budget and staffing concerns and how those concerns may impact their ability to operate.

Ms. Krayem discussed the need to review and assess what new recommendations are needed by the group as a result of the vastly changed environment. They would like everyone to be fully engaged and recommended others to join the group as well, to add broader, experienced voices, thoughts, and input.

As they move forward, they would like to make sure internally as a team there is coordination and clear communication between TSA's regulatory role, what is mandated, and what the end goal will be.

The CIS Subcommittee addressed key questions:

Chair Farmer, referencing the Joint Cyber Defense Collaborative, JCDC, noted there did not appear to be representation from the Critical Infrastructure Sectors, notably including the Transportation Sector, and wondered about the value of seeking Transportation Sector representation in the JCDC through representatives of the pipeline, rail, and rail transit modes and airports and air carriers – all of which are operating under cybersecurity mandates and exercises emergency authority. Had the CIS Subcommittee considered that kind of proposal to CISA on representation of transportation in the JCDC? Ms. Krayem thanked Chair Farmer for his question and thought his perception and analysis of the initial round of companies in the

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JCDC are accurate. The original intent was to include in the JCDC for those providers who have been in the CISA Cyber Information Sharing and Collaboration Program (CISCP) program for many years and would be able to ingest the higher levels of augmented data that is coming with CISA's work with the Intelligence Community (IC). She indicated that consideration should be given to those that have more mature information sharing and intelligence programs, which is what would be needed to participate in the CISA JCDC program first. That is something they plan to bring to the CIS Subcommittee in the near future.

Ms. Krayem thought, with the new Cyber Incident Reporting Act, that coordination is mission critical and is something the CIS Subcommittee can work on. Additionally, the role of the ISAC under the Cyber Incident Reporting Act is an interesting one—the statute does say that organizations can report through an ISAC, but long-standing practice will be changed because that reporting will no longer be anonymized. With a reporting requirement, attribution to the reporting entity is necessary for compliance. This substantial change is a significant matter that the CIS Subcommittee together with TSA and CISA need to explore.

### **Security Risk and Intelligence Subcommittee**

Mr. John Patch, Security Risk and Intelligence (SR&I) Subcommittee Government Co-Chair, introduced himself and greeted everyone. He is supported by Mr. James Cook, SR&I Industry Co-Chair, and Mr. Darnell Young, SR&I Subcommittee DFO.

Mr. Patch reported they have been busy since the last update two months ago, and he was very pleased to update everyone on key areas of the STSAC requirements.

#### ***1) Promote a more effective organizational structure for intelligence support via options for a National Intelligence Manager (NIM)***

The outcome of this effort is designed to ensure the Intelligence Community (IC) agencies are aware of surface critical infrastructure (CI) industry intelligence needs and, ideally, to inform their analysis and production efforts. Short of any formal Office of the Director of National Intelligence (ODNI) effort to address that outcome, the Subcommittee continues coordination within TSA and outreach to DHS I&A Chief Intelligence Officer (CINT) staff and ODNI to pass the STSAC request for a surface NIM. The overarching role of any ODNI Surface Transportation NIM and the ongoing, close coordination with CINT staff means that, ostensibly, IC agencies would be responsive to a SISC role linked to the DHS National Infrastructure Protection Plan (NIPP) and Presidential Policy Directive (PPD) 21 via the SISC Charter signed by the respective Sector Coordinating Councils. Without a signed Charter, TSA as a non-IC agency, has less justification for making any requests to ODNI.

For that reason, the subcommittee awaits a signed charter to move forward with a formal request to ODNI to consider the STSAC request via coordinated actions through DHS I&A. While awaiting the charter, specific proactive efforts can help support an environment wherein surface critical infrastructure stakeholder intelligence needs are advocated from TSA to ODNI, the IC, and “non-Title 50” agencies like DOT.

ODNI has statutory authority and responsibility to oversee IC analysis and production and, as such, it is ODNI's prerogative to decide how to respond to the STSAC request, the outcome of



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which is ideally ODNI agreeing to advocate for and influence IC agency analysis and production in response to surface transportation industry requirements. Even with any ODNI agreement to respond to the STSAC request, a key dependency for any holistic IC response to the STSAC request is IC agencies agreeing to be responsive to surface industry intelligence requirements. Regardless, SISC advocacy for surface intelligence needs will continue, with persistent efforts, updated at least annually, to catalogue surface industry intelligence needs and passage of them to DHS I&A CINT staff, TSA I&A and DOT, again, ideally, to inform analysis and production. Supporting intelligence-focused support to the holistic development of an STSAC intelligence requirements list is a good start, yet more can be done to integrate recommended requirements based on requests for information (RFI) and trends in identified needs from surface CI and other CI sectors that surface depends on. Additional resources assigned to the SISC—whether new, permanent positions from TSA I&A, detailees from other TSA offices, from IC agency details or through rotational assignments, or indeed, from surface industry organizations—will help expand the scope and fidelity of those catalogued surface industry intelligence requirements.

Because TSA I&A is not an IC agency, DHS CINT and ODNI are the right organizations to help champion surface intelligence needs and a signed Charter gives us legitimacy to formally do so via signed interagency-industry governance. I&A Senior Leaders are using recurring engagement with DHS I&A to stress these requirements, expanding the relationship with the DHS I&A Private Sector Engagement office to synchronize the annual requirements-gathering process to minimize the recurring requests to industry from multiple agencies. Perhaps what is most important is that if DHS industry engagement (IE) and IC agencies know what surface critical infrastructure partners need, and if they agree to join the SISC as contributing agencies, opportunities for an expanded collaborative network are attainable. The Charter is needed to justify formal requests for agencies to join the SISC and contribute intelligence and to advocate for industry intelligence requirements with more agency.

### ***2) Expand the role of the Surface Information Sharing Cell (SISC)***

SISC governance remains step one—as a critical prerequisite to the creation of an approved, permanent membership base. A clean version of the SISC Charter is with TSA Surface Plans, Policy, and Engagement (PPE) and the agency is supporting coordination for near-term meetings with SRMAs to identify the council/agency SISC Charter signatories. Industry has clearly signaled a readiness to sign the Charter, but aligning the various agencies that must make a value judgment through signed support for an intelligence charter is a complex endeavor.

Regarding the SISC membership base, PPE has begun sharing a current formal contact list of surface industry stakeholders to populate a potential approved SISC industry membership baseline after the Charter is approved and signed. That list can help with the next step of industry and government coordinating councils approving SISC industry membership. SISC used the list to build invitations to the SISC Weekly Intelligence-Information Sharing WEBEX, which was successfully launched on Thursday, March 10, 2022.

### ***3) Complete the Security Risk Methodology Matrix as a resource to support efforts to drive down risk across all surface transportation modes***

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As an update to TSA's Requirements and Capability Analysis (RCA) Division's Security Risk Methodology Matrix, work continues to build out the first draft of the Security Risk Methodology Catalog. This Catalog will expand on the Matrix that has been built in collaboration with industry and other government stakeholders to provide a detailed overview of widely used risk assessment and mitigation models used by surface transportation stakeholders. The objective is to provide a consolidated product that will help stakeholders more accurately identify, analyze, and measure risk and set security priorities for prevention and response capabilities. The Matrix currently contains 13 risk models spanning all surface transportation modes. RCA has begun developing the Catalog by building out an example of the Security Vulnerability Assessment risk model, which will provide a comprehensive overview of widely used risk methodologies in the surface transportation environment. Access to this information will enable stakeholders to enhance risk-management efforts, and ultimately drive down risk, by providing industry with tools to identify and measure entity specific vulnerabilities and effectiveness of security solutions.

### **Insider Threat Subcommittee**

Supervisory Air Marshal and Insider Threat TSA Co-Chair Scott Carpender thanked industry Co-Chair Joseph DeLuca for his continued collaboration and partnership, acknowledging how he has reinvigorated the Insider Threat (InT) Subcommittee and set forth a robust and dynamic agenda.

Regarding the first recommendation, *“Expand the Insider Risk Mitigation Hub (IRMH) by integrating surface transportation industry representatives and leveraging the combined expertise of public and private security”*: the IRMH is fully operational, and TSA is working to reach national task force standards by identifying funding that would professionalize the IRMH by adding outsider information resources and analytical support.

MITRE Corporation conducted an initial assessment to identify areas for improvement. The resulting report will guide efforts to mature and professionalize the IRMH over the next few years. TSA asked MITRE to create an operational view, establishing a technical execution plan for the IRMH to provide a better vision for operational ideas, and to develop cost analysis in conjunction with TSA's continued efforts to secure funding. A number of operational ideas have been identified by TSA and are in progress. The estimated completion date of September 2023.

Regarding the second recommendation, *“Develop a Case Optimization and Risk Evaluation (CORE) tool by applying analyses of, and lessons learned from, case studies of insider incidents that have affected transportation organizations”*: the Insider Threat Case Management System (CMS) began the Agile development process on March 10. The CORE Tool is being concurrently developed as an analytic tool for prioritizing and evaluating risk information within the system with an estimated completion date of November 2022.

Mr. Carpender introduced Insider Threat Subcommittee DFO, Mr. Dean Walter to give an update on the remaining six recommendations.

Mr. Walter stated the third and fourth recommendations involve determining the threat level in surface transportation.

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Regarding the third recommendation, *“Implement a nationwide online tip capability providing a timely and simple means to report suspicious activity and threats for surface transportation organizations”*: the telephone hotline (1-855-257-6919) and email address are available to report suspicious activity and threats. TSA continues to assess potential modifications to enhance/streamline existing reporting mechanisms. This effort will provide better analysis of data and trend analysis to help meet the fourth recommendation.

Regarding the fourth recommendation, *“Define parameters for assessing the level of potential insider threat risk posed to organizations in the surface transportation modes”*: this recommendation aligns with work being done for the TSA Insider Threat Roadmap. TSA is developing a framework for transportation-specific insider-threat risk indicators and their relative risk values. The vetting level recommended would correspond to those threat levels. TSA is currently evaluating and reviewing identification management and vetting sources including existing programs that may be applicable.

Regarding the fifth recommendation, *“Produce and disseminate recommendations on effective practices for workforce vetting programs for surface transportation organizations tailored to the high, medium, and low risk categories”*: the designated working group defined project scope, requirements, assumptions, and dependencies in November 2021. The participants in this effort are currently evaluating and reviewing identity (ID) management and vetting sources, including programs, available to surface organizations. Based on its findings, the group will refine and update the project plan.

Regarding the sixth recommendation, *“Expand the scope of participation in TSA’s existing Insider Threat Executive Steering Committee (ESC) by including representatives of the STSAC and ASAC”*: consistent with how the Aviation Security Advisory Committee (ASAC) currently engages with the ESC, the STSAC Insider Threat Subcommittee TSA Co-chair and/or the Designated Federal Official (DFO) will represent the subcommittee at ESC regular meetings. The ESC may request meetings or briefings with the subcommittee, as specific issues warrant.

Mr. Walter reported the final two recommendations would use the Homeland Security Information Network (HSIN) platform to facilitate communication of sensitive information and provide an Insider Threat Information Library.

Regarding the seventh recommendation, *“Establish a consistent process to facilitate communication by federal agencies to transportation organizations of sensitive information on reports or allegations of terrorist or extremist ties, or suspected illicit insider activity, on workers”*: the InT Subcommittee and other stakeholder representatives are discussing ways to identify the key issues and research potential options to address this recommendation. This effort includes discussing the potential of using the current Homeland Security Information Network (HSIN) platform. Mr. Walter reported this recommendation is pretty much identical to the ASAC recommendation that has already been implemented. Expanding the process to include surface operators must take into account that it is a much larger and more diverse community. This requires vetting of not only the user, but also communication with the respective security coordinators, which is much more involved. The subcommittee is looking at options to address and make progress on that.

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Lastly, regarding the eighth recommendation, *“Maintain a consolidated insider threat information resource for transportation on HSIN,”* the Surface Insider Threat HSIN Site Library has been developed and presented to the Insider Threat Subcommittee. A 30-day pilot test this summer will provide access to Insider Threat Subcommittee members to navigate through the library and offer feedback. Based on those results, the scope of the pilot will then expand to the full Committee. Prior to the full launch, the Subcommittee will conduct technical quality control and testing. The estimated date of completion is November 2022.

Insider Threat DFO, Mr. Walter, concluded his briefing and introduced his Industry Co-Chair Joseph DeLuca for summations. Mr. DeLuca expressed his gratitude for the opportunity to present on the subcommittee’s behalf. He thanked Chair Farmer and Vice Chair Hanson for their leadership, advice, and support throughout the years. He acknowledged Mr. Scott Carpender, Mr. Fred Damron, Ms. Felicia Archer, Mr. David Cooper and Ms. Judith Harroun-Lord for their dedication, commitment, and direction as the Insider Threat Subcommittee proceeds through this process. Lastly, he personally thanked the members of the Subcommittee for their time and contributions to the program.

He acknowledged the successes Mr. Walter highlighted, indicating the Subcommittee is breaking new ground by gathering together the public and private sectors to start thinking about different ways of understanding complex issues and problems, and, more importantly, of mitigating risks. He expressed appreciation to government experts for their receptiveness to new courses of action and the spirit of collaboration demonstrated in the ongoing work. The concept of public-private partnership was validated once again, yet they have a long way to go to the finish line as they continue to collaborate with their government counterparts toward full implementation of the recommendations.

The Subcommittee’s vision has been to focus on education, training, awareness, best practices for vetting for insider threats, sharing lessons learned with our industry operatives. The members of the Subcommittee remain committed to these principles—and are confident in the significant progress they are making and its continuation.

To ensure interested STSAC members understand how they can get engaged and foster implementation of the eight approved recommendations, the Subcommittee plans to develop and disseminate a survey seeking feedback on new ways to encourage partnership and collaboration with TSA, coordinate execution of these recommendations, and extend and supplement what they can to ensure final outcomes and deliverables as promised.

Mr. DeLuca stated the subcommittee is going to look at new and emerging trends, case studies including recent events that occurred in Ft. Lauderdale, new ways to approach implementation using best practices and strategies they bring from their public and private sector experience, and how best to collaborate, coordinate, and work better together to understand key and core elements in the execution of these recommendations.

He looks forward to that next step meeting with each of the members personally. He is proud to be part of the Subcommittee and honored to serve the STSAC as an industry participant and proud of their accomplishments along the way.

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The Insider Threat Subcommittee addressed a key question:

Chair Farmer commended Mr. Scott Carpender, Mr. Dean Walter, and Mr. Joe DeLuca for their thorough updates and for the essential work that is being done to bring key recommendations to fruition. He noted Mr. DeLuca laid out a very good delineation of priorities in terms of progress on information sharing and insider threat awareness education. He asked, given the emphasis on education awareness, what does the InT Subcommittee envision as their near-term achievements in terms of supporting those goals? Mr. DeLuca responded they are looking at case studies and lessons learned to incorporate into education, training, develop risk-mitigation strategies, and provide material to further support the Insider Threat libraries that are being created. This approach will ensure surface transportation stakeholders can access a consolidation of lessons learned and effective practices that can be used use to develop risk mitigation strategies and put them into effect.

### **Emergency Management and Resiliency Subcommittee**

The Emergency Management and Resiliency Subcommittee (EM&R) TSA Government Co-Chair Chris McKay introduced himself and welcomed their new industry co-chair, Robert Gatchell. He gave a brief background of Mr. Gatchell's experience.

Mr. Darrin McGreevy also welcomed Mr. Gatchell and stated he looked forward to working with him.

Mr. Gatchell thanked the Committee and his colleagues for selecting him as the new industry co-chair for the Emergency Management and Resiliency Subcommittee, noting that the Subcommittee has achieved some great work and he is looking forward to continuing that work. He is appreciative for Chair Farmer, Vice Chair Hanson, and Mr. McKay for their outstanding leadership.

Mr. McGreevy provided updates on the two recommendations.

Regarding the first recommendation, *“Enhance pandemic preparedness by sharing lessons learned on response to COVID-19 across modes by working with government and industry partners to disseminate the Emergency Management and Resilience Subcommittee’s report on pandemic response in surface transportation, produced from the COVID-19 Best Practices and Lessons Learned Workshop, to include posting on respective government websites and, where applicable, incorporating into security and emergency preparedness resources maintained by TSA and DOT”*: the subcommittee planned, prepared for, and executed a COVID-19 Best Practices and Lessons Learned Workshop to enhance pandemic preparedness by sharing lessons learned on response to COVID-19 across all different modes, working with government and industry partners, and disseminating the EM&R Subcommittee’s final report on pandemic response in surface transportation to include posting the report on respective government websites and, where applicable, incorporating it into security and emergency preparedness resources maintained by TSA and DOT.

He was pleased to report that Recommendation 1 is complete. The team shared the results of the September 2020 *COVID-19 Best Practices and Lessons Learned Workshop After-Action Report* across the surface transportation and academic community. Further, the team posted this work to

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multiple websites to spread these best practices to agencies. They will continue to brief out this work going forward at conferences, webinars, and meetings.

Regarding the second recommendation, *“Support COVID continuing education to enhance response capabilities and resiliency by TSA and industry partners working jointly through the Subcommittee to maintain a process for the recurring review and update of the report on effective practices and lessons learned and supporting information, as warranted, based on input received or obtained on the continuing effects of the COVID-19 pandemic; disruptions caused by surges of confirmed cases nationally; and responses by surface transportation organizations – with particular emphasis on indications of improved performance based on application of lessons learned”*: the subcommittee planned, prepared for, and executed a follow-up COVID-19 Best Practices and Lessons Learned Workshop to support COVID continuing education, to enhance response capabilities and resiliency by TSA and industry partners working jointly through the Subcommittee, to maintain a process for recurring review, and to update the report on effective practices and lessons learned supporting information, as warranted, based on input received or obtained on the continuing effects of the COVID-19 pandemic; disruptions caused by surges of confirmed cases nationally; and responses by surface transportation organizations—with particular emphasis on indications of improved performance based on application of lessons learned.

He was pleased to report that Recommendation 2 is complete. The team completed the follow-up on COVID-19 workshop in March 2022 and the 2022 *COVID-19 Best Practices and Lessons Learned Workshop After-Action Report* was shared across the Surface Transportation community.

The Subcommittee will be meeting in the coming weeks to identify future projects and topics to take on in the second half of calendar year 2022 and all of 2023.

Mr. McGreevy thanked all parties involved in assisting them in navigating these two recommendations and they look forward to working on new and exciting topic in the future.

The EM&R Subcommittee addressed questions:

Chair Farmer thanked Mr. Gatchell, Mr. McKay, and Mr. McGreevy for their update and stated their subcommittee is more flexible because of the unique way it was formed.

As an area of concern, in cases like the Brooklyn subway shooting, he asked them to consider how social media communications of threats and calls for attacks may be accessed as a resource to augment “See Something, Say Something” initiatives for security and public safety, informed vigilance, and emergency preparedness. Mr. McGreevy thanked Chair Farmer, concurred with his statement, and noted they have a great opportunity to broaden their reach and will see what they can do for the rail sector.

Mr. DeLuca agreed with Chair Farmer that private sector collaboration with government might provide some insight in terms of how best to consider and incorporate that type of data. Mr. Gatchell noted that was a great point, further stating, having moved from the public sector to the

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private sector, this type of integration has been explored and there are resources out there. He is looking forward to helping this Subcommittee consider options on this matter.

### **Threat Briefing**

Analysts with TSA's Intelligence and Analysis (I&A) Office provided current threat briefings to the STSAC membership. The I&A analysts presented an overview of terrorist threats to the surface modes of transportation in the United States and then discussed current cyber activities, cyber actors' intent, and capability to conduct attacks, and historic cyberattack trends that have affected U.S. transportation.

### **Federal Air Marshal Roadmap**

The Executive Assistant Administrator (EAA) and Director for the Law Enforcement Federal Air Marshal Service (LE/FAMS) Tirrell Stevenson expressed his appreciation to the STSAC for giving him the opportunity to discuss the Federal Air Marshal Roadmap and what they have been doing over the course of the past several years.

They are developing a way forward in terms of pivoting toward and optimizing their contributions to transportation security with the expectation of raising the baseline of transportation security in the next couple of decades.

Immediately post 9/11, the FAMS deployment focus has primarily been on inflight security operations to ensure the security of the aircraft cabin. During the last two decades, the FAMS deployment model has experienced some evolution to better mitigate the high-risk traveler threat but has not been revised to account for the significant evolution in the threat including domestic terrorism, insider threat and unmanned aerial systems. What they recognized is, as additional roles and mission spaces continued to grow, they relied on trying to meet all challenges instead of pivoting in a way that would allow them to optimize their value by prioritizing these new and evolving threats.

Following significant assessment, engagement, and research accomplished in collaboration with a comprehensive group of internal and external partners, a roadmap has been developed for LE/FAMS.

The Federal Air Marshal Roadmap presented an opportunity for them to highlight and enhance their ability and authority to protect the nation's security systems in a way that optimized their value across their entire enterprise. More specifically, the intent is to deploy FAMS throughout the TSA layered security approach with the intent of leveraging their subject matter expertise and authorities to better address current and evolving threats posed throughout the transportation domain.

Their focus is on five priorities—tactical enforcement, investigations and assessments, intelligence and coordination, training, and technical services in operations management.

Tactical enforcement operations will include their inflight security operations model and will also be more enhanced to include a greater contribution to the support of inflight security

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operations for the leveraging of resources for Air Marshals for supporting those activities in the aviation industry within the airports, both in plain clothed and uniformed roles.

Additionally, it will include their contribution of responding to and support of their DHS partners and others, as well as their ability to respond to evolving threats they have incurred throughout the homeland.

Investigations and assessments will include an increased role within joint terrorism task force operations including their significant role in FBI structures and task force squads across the nation as well as other taskforces that have a transportation security role.

EAA Stevenson noted they will be assuming a greater role in supporting and enhancing the ability to assess airports and transportation locations across the country including the joint vulnerability assessments, ManPad assessments, and counter UAS assessments.

Within the intelligence community (IC) across the nation, the focus will be on increasing their collaboration with their external intelligence partners and internal industry stakeholders, like TSA I&A, who are strategically located across country. The role of creating a better communication line is to ensure we have full awareness of what is going on across the domain.

Additionally, in terms of coordination, everyone will see an increased role of the Assistant Federal Security Director of Law Enforcement across the country, not only in the aviation industry, but also in the surface transportation modes, particularly along the bus, passenger rail, and commuter transportation hubs to include their increasing role in partnering with Amtrak and their larger commuting terminals and stations across the nation.

In training and technical services, everyone will see an increased role in terms of increasing their bandwidth with their ability to support the Federal Air Marshals as they serve in a more dynamic diverse role.

In terms of their operations-management vision, their role will be optimized to support through increasing technical services broadening their scope of services in terms of the case management systems as well as enhancing as they transition a career path that was primary aviation to a career track that now includes opportunities in surface transportation.

EAA Stevenson noted this serves to move toward an operating model with the primary goal of stopping the threat before it hits the conveyance with the doors closed and no backup. They are very excited about it and look forward to their continued partnership, not only with stakeholders but with their partners within TSA and their state and local law enforcement partners.

EAA Stevenson addressed a key question:

Chair Farmer stated that EAA Stevenson made reference within the brief to expanded activity with passenger railroads, like Amtrak and commuter carriers, asked what is meant by the envisioned “expanded activity”? EAA Stevenson replied stating during an engagement with Amtrak, Administrator Pekoske and AA Sonya Proctor discussed the possibility for opportunity to partner with Amtrak in terms of improving the baseline of security within the surface rail



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sector. This enhanced role would move beyond Visible Intermodal Prevention and Response (VIPR) activity to potentially include Federal Air Marshals working as a team with Amtrak Police to ensure the security of a specific rail line where Federal Law Enforcement presence may be a value in ensuring full coverage.

### **TSA PPE Surface Policy Division Update and Cybersecurity Requirements**

Surface Policy Division Executive Director, Mr. Scott Gorton, noted Administrator Pekoske mentioned the notice of proposed rulemaking (NPRM) for the vetting of surface employees in his opening remarks. Mr. Gorton expanded on the topic, remarking that TSA has completed the draft and sent it to the Office of Management and Budget (OMB) for review. Once the OMB review is completed, TSA will publish the NPRM. He noted that TSA had considered and incorporated copious amounts of feedback from industry during the development of the NPRM that meets the *Implementing Recommendations of the 9/11 Commission Act of 2007* (9/11 Act) requirements to vet certain surface transportation employees.

Mr. Gorton stated TSA's two security directives (SD) are approaching their one-year mark.

- 1) Pipeline SD-1: This SD was issued in May of 2021; it required the appointment of a cybersecurity coordinator, reporting incidents to CISA, and conducting vulnerability assessments. The SD will be reissued this month with a new reporting timeframe. Originally, the requirement was to report incidents to CISA within 12 hours—the reporting requirement for Owner/Operators will be revised to within 24 hours to report an incident, bringing the SD into alignment with the SDs issued to rail, rail transit, and aviation operators.
- 2) Pipeline SD-2: TSA is currently working on a revision of SD-2 with the intent to reissue the SD before the end of July 2022. The objective is to revise certain requirements in the SD into performance-based, outcome-focused requirements. TSA has conversed with Owner/Operators and gathered their suggestions on how to improve the SD. TSA does not have the intent to lessen the security requirements but will revise it to allow for flexibility of implementation while achieving the same intent.

For the past two months, TSA held a series of eight Pipeline Security Directive (PSD) Technical Roundtable sessions to discuss provisions and how they might be changed. There were six sessions with approximately 25 pipeline cybersecurity subject-matter experts (SMEs) including Committee members participating. The PSD Technical Roundtables were designed and conducted as listening sessions for affected pipelines and industry associations to raise the difficulties and challenges encountered in complying with the requirements of the Second SD. The insight from subject matter experts (SMEs) has been extremely valuable. The atmosphere of these sessions was very professional and provided an excellent opportunity to exchange different opinions and points of view on a variety of topics. TSA has been listening and learning and the agency is using some of the suggestions to revise the requirements in SD-2.

There will be a formal tasking forthcoming to the STSAC to establish a subcommittee to work with TSA on recommendations for cybersecurity requirements for surface transportation. While TSA has not yet decided on a particular format, the Administrator wants to begin to establish a foundation of cybersecurity risk-management programs for surface transportation and aviation. Mr. Gorton encouraged Committee members to begin thinking about this potential new subcommittee and review their schedules to see if they would have the time to contribute to the

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subcommittee when it is officially approved. Chair Farmer noted a number of recent Committee appointees were recruited because of their cyber expertise.

Mr. Gorton addressed key questions:

Ms. Krayem thought it was important to converse with members of the STSAC for assistance to successfully meet the guidelines. She noted outcome-focused standards are much better as long as the regulated entity is meeting the intent of the requirements and can demonstrate that through the audit process. The second reason she thought this was important was because of the work CISA is doing – and because Congress is contemplating a new law that would create yet another subset in critical infrastructure that will overlap with the transportation system sector.

Consequently, these activities highlighted the importance for TSA to not only get the SD right but also to define and clarify TSA's space and role in the process.

Vice Chair Hanson stated the need not only to acknowledge the precedent for this new subcommittee and how important it is, but also to keep in mind that everyone on this call just heard from four groups that have accomplished a great deal, have a lot on their plates, currently contribute a considerable amount of time and effort, and now are being asked, including new members, to do more despite how important it is. Mr. Gorton acknowledged Vice Chair Hanson, stating TSA will be cautious but hopeful the Committee can appropriately divide their resources to get this much needed work done. Again, while it is TSA's job to write the rulemaking and the regulations, the input and recommendations industry can provide through the advisory committees will be very significantly valuable to ensure the right components are captured.

### **Committee Administrative Discussion**

#### ***Vote to Accept February 17, 2022, Meeting Minutes***

Chair Farmer asked members of the Committee to take action on the February 17 Meeting Minutes. A Pre-Vote Copy of the February 17 Meeting Minutes was distributed in advance to Committee members. Mr. Farmer requested a motion to accept the February 17, 2022, Meeting Minutes. Mr. Alfred Hancock moved to accept the minutes and the motion was seconded by Mr. Anthony Mercogliano. The motion carried by voice vote and the minutes were accepted.

#### ***2021 Annual Report***

Vice Chair Hanson voiced her appreciation to Administrator Pekoske regarding his comments about the 2020 Annual Report and recommended new members use the 2020 Annual Report as a historical reference of what has been accomplished.

Vice Chair Hanson reported that she and Chair Farmer are in the process of completing the 2021 Annual Report draft and anticipated having the draft ready for review and dissemination to the STSAC in early June, setting a target for finalization of that review process four weeks later on June 29, 2022. Chair Farmer stated they are taking the approach to key the report to significant milestones that show the progress of the Committee during 2021.

#### **Review of Charter and By-Laws**

STSAC DFO Harroun-Lord reported the Charter and By-Laws are several years old and with new membership coming up it is time to take a fresh look at them. As the DFO, she collaborated

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with TSA staff and the Chair and Vice Chair to review the Charter and Bylaws to identify administrative items in need of amendment. She will continue to work with the Chair and Vice Chair on the Charter and By-Laws updates and looks forward to sharing them with the Committee in the near future.

### *Voting Members Continuity or Succession*

By statute, the term of service for voting members is two years, but a member may continue to serve until the Administrator appoints a successor. The Committee currently has 26 members who have served more than three years.

Commencing in June 2022 and then annually thereafter, TSA will issue a *Federal Register* Notice soliciting persons interested in serving on the STSAC to fill any existing vacancies and allow voting members who have served more than two years an opportunity to apply for a new term of service.

This methodology will allow for the appointment of new members on an annual basis while maintaining the necessary balance of stakeholder representation and experience, and while establishing a repeatable process for the replacement of voting members of the Committee.

In accordance with the STSAC By-Laws, the Committee can have up to 40 voting members. The Committee currently has six vacancies and 26 members who have served more than three years. There are eight members with less than two years of service.

TSA will use the established process of Senior Executive Review for applicant evaluation and selection to identify persons for recommendation for appointment to the Administrator. The selected persons will then be notified with the expectation that they would be officially seated on the Committee at the fourth quarter meeting in November.

TSA will notify the Committee when the membership solicitation notice is published in the *Federal Register*.

### *Election of Officers*

Chair Farmer and Vice Chair Hanson were nominated in July of 2019 by the inaugural voting members. They stated they are privileged to serve as the Chair and Vice Chair of the STSAC and expressed their appreciation regarding the confidence everyone has had in them throughout the past few years. They believe there should be a process for members to determine their leaders, noting a proposed amendment in the By-Laws for this purpose.

They want to offer the opportunity to those who may be interested in taking on leadership positions to announce their candidacy. The election would be conducted by a vote to determine who the Chair and Vice Chair would be, potentially at the end of the calendar year.

Should there be a new STSAC Chair and Vice Chair, Chair Farmer and Vice Chair Hanson would be more than happy to support them in any way that they can. They anticipate conducting an election of the Chair and Vice Chair at November 2022 meeting, if practicable.

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### Open Discussion

Chair Farmer informed participants that the open discussion forum gave members an opportunity to raise any issues or concerns not covered in the agenda.

Mr. Lowell Williams stated he is a new member and would like to be more active within the subcommittees to see how they operate and what topics have been covered within his field. Mr. Gorton concurred and will follow-up with Mr. Williams regarding his interest by providing new members with a list of the subcommittees and a description of the projects in progress.

Chair Farmer agreed that the suggestion is exceptional to ensure those that are new to the Committee understand what the working groups are and how they can join.

### TSA SO Surface Operations Update

Security Operations (SO) Surface Operations (SO) Assistant Administrator (AA) Sonya Proctor expressed her thanks to the Committee and noted the agenda revealed very informative discussions.

Pipeline cybersecurity has been a significant topic since last year and Mr. Gorton updated everyone in regard to policy, direction, and future regulatory structure.

As of May 12, Transportation Security Inspectors (TSIs) have conducted 37 inspections. All of the companies covered by SD-1 and SD-2 will have that on-site inspection prior to the expiration of SD2 at the end of July 2022. The inspection is not the first contact with the company. Each of the companies has been assigned an inspector as a point of contact (POC). The inspectors have developed continuous relationships with those companies, engaging in advance with ongoing contact and discussion.

Rail Security Directives were issued in December 2021. Rail SD inspections will follow a similar process as the Pipeline SDs; however, Rail SD requirements are quite different. While they do not have the prescriptive measures found in the pipeline SDs, there is a requirement for covered rail companies to submit a cybersecurity vulnerability assessment and implement a Cybersecurity Incident Response Plan. The cybersecurity vulnerability assessments were due on March 31, 2022, and the adoption of the incident response plan is due June 29, 2022. The TSIs plan to visit covered freight rail and transit operators—34 freight rail companies and 24 public transportation companies—once the cybersecurity vulnerability assessments have been reviewed and the due date for submitting completion of the implementation of the Cybersecurity Incident Response Plan has passed.

Moving forward, as Mr. Gorton indicated, the next version of the SDs will be easier for covered companies to understand. AA Proctor encouraged keeping the conversation open and stated the goal is to enhance cybersecurity for all the measures that are required for pipeline and rail.

AA Proctor invited participants to join the TSA Surface Policy and Operations Industry-Wide Teleconference quarterly call on June 8, 2022, if anyone is interested to hear more about updates on the surface operations. She mentioned they often have TSA Chief Medical Officer, Dr. Fabrice Czarnecki, in attendance to give updates on issues related to COVID-19 and the

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transportation environment. She informed the attendees that she will be sending out a “save the date” calendar invitation for that call. The agenda will have information on all of the surface transportation initiatives.

Ms. Proctor voiced that they are building an incredible cybersecurity team within Surface Operations. They have recruited and hired some highly skilled subject-matter experts who are doing great work with their partners in the field and expect to hire another 25 cybersecurity SMEs to form their next cybersecurity team. Cybersecurity will continue to be a big issue for everyone in the future. Her intent is to be able to meet that need in terms of both addressing the cybersecurity requirements and also supporting the surface transportation partners. With this expanded team, she is confident TSA will be able to support all surface transportation modes with cybersecurity awareness and best practices.

AA Proctor addressed key questions:

Vice Chair Hanson asked if there would be a cybersecurity list similar to the one in the BASE assessments used to conduct inspections so industry would be aware of what cybersecurity requirements TSA would be focusing on.

AA Proctor responded that has been done on the pipeline side. The TSI coordinates with the Cybersecurity Coordinator to go over the onsite inspection list prior to inspection; this initiative reduces the stress on the part of the pipeline company. There will be a uniform process on the rail side as well prior to any inspection. This approach will be verified after looking at the initial assessments of elements they need to focus on, which will be provided in advance of the inspection. They want to ensure everyone is on the same page from inception.

If at any point any of these companies covered by an SD have a question about expectations, they should reach out with a call to their inspector. TSA Surface Operations will be happy to send the TSA Surface Operations National Map that identifies the five TSA Regions and provides the Regional Security Directors’ (RSDs) names and contact information; please let us know.

For the rail inspection, TSIs will come from the five Surface Regions. On the pipeline side, they have the Pipeline Security Assessment Team (PSAT) established prior to the SDs. Pipeline Security Specialists have been doing this work since Surface Operations was established.

For the Pipeline SDs, pipeline Owner/Operators have a direct POC who has established ongoing conversations. On the rail side, if there is ever a question, please reach out directly to your POC or feel free to contact your Regional Security Director. Again, please reach out if you need the Surface Operations National Map with the RSDs’ names and contact information.

Chair Farmer asked what the total contingent of the Surface Operations Cybersecurity Team would be based on the extent of hiring? AA Proctor responded she has received funding for an additional 25 and anticipated filling those slots by the end of the fiscal year. It is a very aggressive effort. The initial Cybersecurity Team of 11 are already onboard and engaged with surface transportation partners in the field as well as with the Chair and Vice Chair.

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### Closing Remarks

Chair Farmer and Vice Chair Hanson expressed their appreciation to all participants for their patience and perseverance during the extended and productive meeting. Chair Farmer voiced his gratitude for the time and dedication that industry and government contributed to the STSAC and subcommittees. Vice Chair Hanson encouraged attendees to contact them with feedback about the meeting, topics participants would like to discuss at future meetings, and/or if anyone is interested in joining a subcommittee.

### STSAC Executive Director Closing Remarks

Executive Director, Scott Gorton provided closing remarks on behalf of Executive Sponsor Eddie Mayenschein (PPE Assistant Administrator). Mr. Gorton reported Mr. Mayenschein was very pleased and appreciative to hear the subcommittees' briefings and insightful discussions among the Committee members.

Mr. Gorton acknowledged and admired the work being done by the members of the STSAC and the subcommittees while concurrently carrying out their industry responsibilities to keep the nation's transportation network functioning effectively during these unprecedented and challenging times both domestically and globally. He recognized the progress of the Committee and subcommittees and their dedicated persistence on achieving milestones in their implementation plans.

He values all that everyone has done to ensure the success of this meeting while safeguarding our health and security during this uptick of the COVID-19 virus. He looked forward to a future where participants can safely meet in-person for quarterly meetings.

### Adjournment

DFO Harroun-Lord sought a motion to adjourn the meeting. Mr. Finnegan motioned to adjourn the meeting. It was seconded. The motion to adjourn was carried by a voice-vote of the Committee.

The twelfth meeting of the STSAC meeting was adjourned at 3:57 p.m. EST.

### **Certification of STSAC May 12, 2022, Meeting Minutes**

*I hereby certify that this is an accurate record of the activities of the Surface Transportation Security Advisory Committee on May 12, 2022.*



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Thomas L. Farmer  
Surface Transportation Security Advisory Committee Chair